

DLMSO

May 6, 1997

MEMORANDUM FOR: DISTRIBUTION

SUBJECT: Proposed MILSTAMP Change Letter (PMCL) 52, Change to Transportation Control Number (TCN) for SEAVAN/MILVAN; PMCL 53, Automated Air Clearance Response; and PMCL 54, Military Customs Inspection Codes

Proposed changes, PMCL 52 - Transportation Control Number (TCN) for SEAVAN/MILVAN (Attachment 1), PMCL 53 - Automated Air Clearance Response (Attachment 2), and PMCL 54, Military Customs Inspection Codes (Attachment 3) to DoD 4500.32-R are forwarded to you for evaluation and submission of a single coordinated Service or Agency position. The interface requirement relating to the proposed change is shown to assist you in your internal coordination. However, the addressee is responsible for ensuring that the proposals are fully coordinated within your Service or Agency.

Please provide your Service or Agency's position on these proposals to this office ATTN: DLMSO, no later than June 15, 1997. When the proposal or a portion of the proposal is not concurred in, a recommended alternative is required. Responses may be submitted via e-mail with hard copy followup either facsimiled or mailed.

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Attachments

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Action Officer: V. Rosenhamer  
Date: 02 May 97  
Document Title: stampcvr/q/work\_in/coverltr  
pmcl52/q/work\_in/Att1  
pmcl53/q/work\_in/Att2  
pmcl54/q/work\_in/Att3

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**PROPOSED MILITARY STANDARD TRANSPORTATION AND  
MOVEMENT PROCEDURES (MILSTAMP) PMCL 52,  
CHANGE TO CONSTRUCTION OF TRANSPORTATION CONTROL NUMBER  
(TCN) FOR SEAVAN/MILVAN**

**Concept/Rationale:**

a. **Concept:** This PMCL has been submitted by the Military Traffic Management Command (MTMC), ATTN: MTOP-CD, to eliminate the potential for error and confusion of duplicated TCNs if the voyage number is duplicated when the shipper books a shipment with a voyage document number used the previous year (under the same sequence number and terms of carriage).

b. **Rationale:** MILSTAMP guidance provides specific instruction for the construction of SEAVAN/MILVAN TCNs. While the likelihood of duplication is not frequent, it can occur, particularly with large shippers, and with databases now storing multiple years of data.

**Interface/Impact.** There are no known interface requirements with, or impacts on, other principle DLSS systems but change may be required on various Service/Agency internal documentation systems.

**Advantages/Disadvantages.**

a. **Advantages.** Proposed change will provide proper identification of SEAVAN/MILVAN TCN, assure proper application of data field within the DI T\_9 record and reduce or eliminate the potential for error/confusion.

b. **Disadvantages.** None

**Procedures:** Make the change to MILSTAMP as indicated:

a. Appendix C, paragraph 10, TCN record position (rp) 11 is changed to read as follows:

<u>TCN rp</u>	<u>TCMD rp</u>	<u>Explanation</u>
11	40	<i>"Enter the last position of the fiscal year of the projected sailing."</i>

**PROPOSED MILITARY STANDARD TRANSPORTATION AND  
MOVEMENT PROCEDURES (MILSTAMP) PMCL 53,  
AUTOMATED AIR CLEARANCE RESPONSE**

**Concept/Rationale:**

a. **Concept:** This PMCL has been submitted by the General Services Administration, Federal Supply Service, Office of Distribution Management. This change will allow Air Clearance Systems (NAOMIS) to provide a machine-readable clearance response back to automated shipping systems.

b. **Rationale:** This change will assist in reducing shipper effort in processing responses to airlift offers.

**Interface/Impact.** This change will require programming changes to the NAOMIS and to automated shipper systems that elect to receive this automated response.

**Advantages/Disadvantages.**

a. **Advantages.** Proposed change will:

(1) Decrease manpower required by shippers to process shipments.

(2) Automated shippers can be assured of positive clearance and no-hit rates can be reduced and/or eliminated.

b. **Disadvantages.** Programming costs.

**Procedures:** Make the changes to MILSTAMP as indicated:

a. Add the new appendix notation to Table of Contents, page ix (Change 6) as follows:

**"APPENDIX K AUTOMATED AIR CLEARANCE RESPONSE .....K-1"**

and renumber current alphabetized appendices sequentially from Appendix K - N to Appendices L - O (pages ix - x, Change 6). Information contained in appendices will remain intact as currently written.

b. Chapter 2, section B, Page 2-B-19 (Change 6), paragraph 3.d.(3)(d), second sentence, insert the words **"data transmission,"** following the word "telephone" as follows:

(d)...issued by telephone , **"data transmission"**, or message...

c. Add as appendix K as contained on the following page:

**APPENDIX K****AUTOMATED AIR CLEARANCE RESPONSE**

1. When ATCMDs are submitted by automated systems which have the capability to receive automated responses, the ACA will provide automated responses using the format below.
2. When a partial diversion results in a change in pieces, weight, cube or any other data element pertaining to the shipment, the shipper will submit an ATCMD correction.

**AUTOMATED AIR CLEARANCE RESPONSE****Prime  
Data  
rp****Procedure**

- |       |  |
|-------|--|
| 1-3   | Enter three position code. First position is always T. The second and third position TBD.  |
| 4-20  | Enter shipment unit TCN.   |
| 21-22 | Enter status code from the following:<br>AC    All of the shipment cleared.<br>CH    Shipment challenged.<br>DT    Shipment diverted.<br>DP    Partial diversion, percent of shipment is diverted.<br>DI    Partial diversion with instructions.   |
| 23-78 | Diversion/challenge instructions:<br>1. If rp 21-22 indicates CH (challenged), enter in rp 23-26 the date at which the shipment will automatically be diverted to surface. Optionally, the ACA may furnish the appropriate WPOE and WPOD in rp 27-32.<br>2. If rp 21-22 indicates DT (shipment diverted), enter in rp 23-28 the appropriate WPOE and WPOD. Routing would primarily be furnished by Navy and Marine Corps for mobile units.<br>3. If rp 21-22 indicates DP (partial diversion), enter in rp 23-24 the percent of the shipment that has been diverted to surface. Optionally, the ACA may furnish the appropriate WPOE and WPOD in rp 25-30.<br>4. If rp 21-22 indicates DI (partial diversion with instructions), enter in rp 23-38 the appropriate WPOE and WPOD or else spaces. Rp 39-78 will indicate applicable narrative instruction and continue in additional records as required to adequately document instructions. |
| 79-80 | Serially number the records in the response, beginning with 01 through 99. Left zero fill as necessary.  |

**PROPOSED MILITARY STANDARD TRANSPORTATION AND  
MOVEMENT PROCEDURES (MILSTAMP) PMCL 54,  
CANCELLATION OF APPENDIX F24,  
MILITARY CUSTOMS INSPECTOR CODES**

**Concept/Rationale:**

a. **Concept:** This PMCL has been submitted by the Military Traffic Management Command (MTMC), ATTN: MTOP-CD, to remove Appendix F24, Military Customs Inspector Codes.

b. **Rationale:** MILSTAMP currently contains a separate appendix containing Military Customs Inspector Codes which are no longer required.

**Interface/Impact.** There are no known interface requirements with, or impacts on, other principle DLSS or Service/Agency systems.

**Advantages/Disadvantages.**

a. **Advantages.** Eliminates obsolete information from MILSTAMP.

b. **Disadvantages.** None

**Procedures:** Make the change to MILSTAMP as indicated:

a. Delete the reference to Appendix F24 in the Table of Contents (page ix of change 6) and in Appendix F, Code Index (page F-3 of change 6). No replacement required.

b. Remove Appendix F24, page F24-1 of change 4. No replacement necessary.